

BUCKLE UP!

South Jersey



NOVEMBER 15-19, 2004
PROGRAMMATIC REPORT



NJ OFFICE OF THE ATTORNEY GENERAL
DIVISION OF HIGHWAY TRAFFIC SAFETY



ACKNOWLEDGMENTS

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Captain Al Peters, New Jersey State Police, Troop "A"

Captain Frank Balles, Pleasantville Police Department

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Teresa Thomas, South Jersey Traffic Safety Alliance

Sheriff Michael Baruzza, Cumberland County Sheriff=s Office

The New Jersey State Police, Troop "A"

The 92 participating South Jersey law enforcement agencies

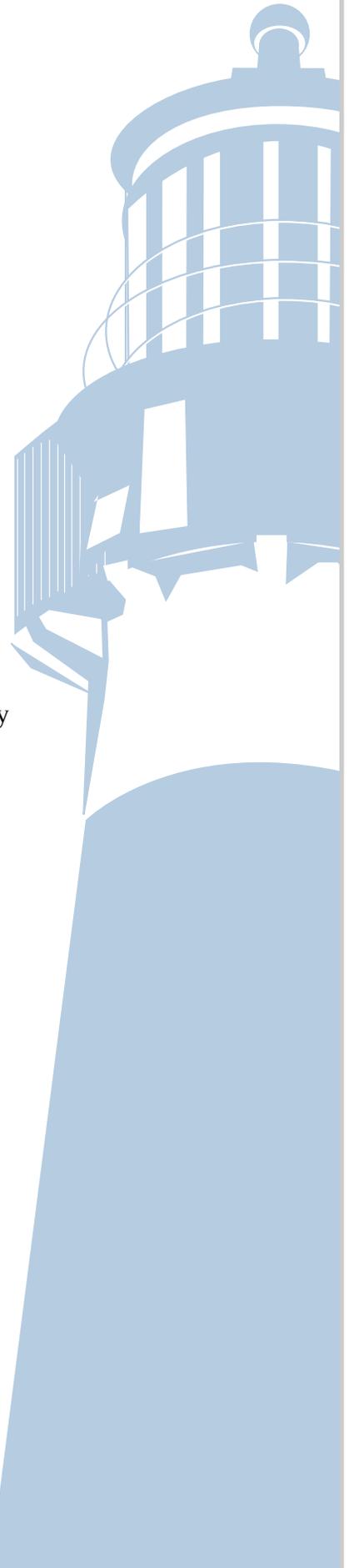


TABLE OF CONTENTS

Executive Summary	3
Background	4
Methodology	5
Analysis of the Data	6
Conclusion	9

ATTACHMENTS:

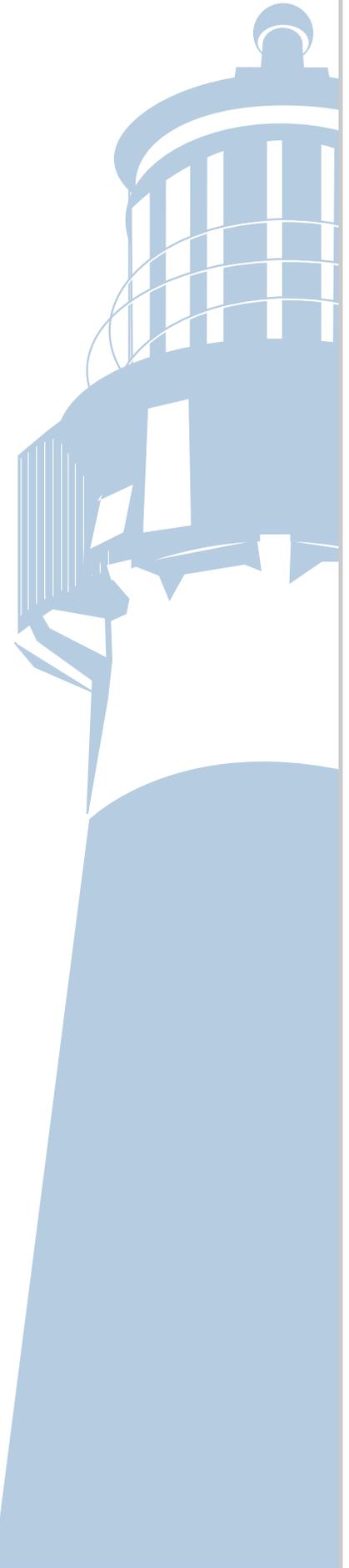
Highlights of Press Clippings

Mobilization Results in Alphabetical Order

Mobilization Results by County

Mobilization Invitation Letter and Reporting Forms

Sample News Release



EXECUTIVE SUMMARY



Use of a safety belt is one of the most effective means of reducing fatalities and serious injuries in traffic crashes. The United States Congress created the Section 157 Innovative Grant Program as an effort to raise mandatory use law compliance throughout the country. In FY2004 the New Jersey Division of

Highway Traffic Safety utilized a large portion of its Section 157 Innovative Grant funding to carry out a comprehensive seat belt program called the Click It or Ticket 2004 Seat Belt Mobilization. The mobilization ran from May 24 through June 6, 2004. Results of this initiative showed a variety of statistical deviations in Region I (Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem) from the rest of the state.

First, observational usage rates for the past five years have shown much lower rates in the Southern Counties. Atlantic, Burlington, and Cumberland (except for the 2004 survey) were the only Counties in Region I that were included in the Division of Highway Traffic Safety Summer, front seat, daytime observational surveys. These three Counties showed an average of seven percentage points lower than the state average, that is, usage rates in the mid to low seventies.

Second, only 97 South Jersey law enforcement agencies out of a possible 133 participated in the May *Click It or Ticket* campaign. This yielded a participation percentage of 73% which was almost 20% lower than the Northern seven Counties (Region I).

Lastly, Southern New Jersey has many very small police departments that have no history with the Division of Highway Traffic Safety. These agencies are police departments with less than 12 sworn officers, including adminis-



tration. Which make up more than twenty-four percent of the region. Police Departments of this size are more unlikely to mobilize for specific enforcement efforts since they have insufficient manpower. Attempts were made to gain participation through public awareness by sending banners to hang in the downtown areas, providing sample press releases for their local weekly papers, and we asked that special attention be given on regular patrol to seat belt use. Although some success was achieved in this area, defined later as “non-funded participation”, more direct outreach and personal contact is needed to establish relationships with these departments for future participation. It was observed that when NJDHTS staff actually delivered materials to the department and met with a member of police administration, more positive results were achieved in as far as participation.



BACKGROUND



In October, 2003, the New Jersey Division of Highway Traffic Safety officially established three regions; Region I (South), Region II (Central), and Region III (North). Each region was assigned a Supervisor and a Highway Safety Specialist. The purpose of this initiative is to have NJDHTS staff available to look after the best interest of a specific area of the state as opposed to individual staff focusing on priority program areas on a state wide basis. This also accomplishes the goal of having more variance both in jurisdictions that develop and run programs and the types of programs within the priority program areas that are funded. Such a regional presence allows for better decision-making when it comes to the approval process for grants as well. Historical knowledge of past program performance as well as easier tracking of current program effectiveness are only two examples of the benefits of this system. As stated earlier, it has been a little over a year since the regions were

created, so it should be noted that there has been a period of adjustment. This adjustment has been felt both on the side of NJDHTS and the current and potential grantees. Despite this very natural phenomenon, the potential benefits of the regional system are clear indeed.

Region I has benefitted the most from this initiative to date due to highway safety funding and programs having been concentrated in Central and Northern New Jersey. This was not due to any bias or purposeful ignorance, but mostly because there are more people, traffic, and data to support such initiatives. However, as South Jersey population grows, so does its propensity for traffic-related problems and with it the feasibility for the funding of traffic safety programs. Such an issue is the seat belt use rate.

Due to results from past surveys and *Click It or Ticket* campaigns, it was determined that seat belt use in Southern New Jersey needed to be increased; that such improvements in the Southern Counties could have positive effects in raising the overall state average. The entire cost of the program was \$180,000.00 in municipal enforcement grants and \$15,800.00 for the New Jersey State Police out of Troop "A".

This program was the first totally regional approach to an enforcement mobilization in the history of the New Jersey Division of Highway Traffic Safety.

Methodology



Mobilizations to increase compliance of mandatory seat belt use laws is a universally accepted method for achieving almost instantaneous increases in seat belt use. High visibility enforcement coupled with high media exposure and a consistent message or “catch phrase” are the key components. Although results are usually instantaneous, to have any long term impact the campaign has to go beyond

simply sending out patrols to enforce the law. Without the media component and without a consistent message, the motoring public is swayed into short term compliance due to fear of a ticket, as opposed to understanding the message and hopefully affecting behavioral changes that result in long term seat belt use.

With the assistance of the Atlantic County Office of Highway Traffic Safety, a press conference was scheduled on November 10, the Wednesday before the start of the mobilization, at 11 a.m. The event was held at the New Jersey State Police Troop “A” headquarters in Buena, Atlantic County. Although this location would not be considered a “media friendly” geographic location, it was effective for the message and magnitude we were trying to achieve. To have such an event closer to Philadelphia and South Jersey news bureaus may have been the more popular choice and perhaps generated some interest in one of the major networks. Such a program is based on local outreach, education, and enforcement and needs to be taken in by the local media. The amount of local coverage we received with this program was overwhelming and this fact, coupled with the aforementioned historical low usage of seat belts, warrants the launching of such a mobilization.

Analysis of the Data

The success of any effort to increase seat belt use depends greatly on highly visible enforcement of the state occupant protection law. The effect of the described mobilization is driven directly by the strength of the legislation itself, that is, the first step in the analysis of an occupant protection



program is to determine if the state law can stand up to the possible scrutiny in the wake of such an enforcement blitz. Obviously, with the success that New Jersey has had in the recent *Click It or Ticket* campaigns, the law is clearly a strong one. In fact, many national experts in both occupant protection and traffic safety legislation have stated that the New Jersey primary seat belt law is one of the nation's finest.

All of the possible 136 police departments in Region I were offered a grant of \$2,000 for one week of enforcement in the first *Buckle Up South Jersey* mobilization from November 15-19 2004. Of these, 92 agreed to accept the grant and dispatch dedicated patrols for the five day period. It should be pointed out that the 136 state, county, and campus well as the County Prosecutor's Office accepted the grant but was unable to target the details during the period; the Atlantic City Police Department accepted the grant but was unable to target the details during the period. Of the 91 departments who did work the enforcement blitz, 88 reported their numbers to the division on a timely basis and were included with the included data set. With this high level of participation and reporting, the numbers generated are certainly statistically significant.



includes all municipal, police departments as well as the County Prosecutor's Office. One grant but was unable to target the details during the period; the Atlantic City Police Department accepted the grant but was unable to target the details during the period. Of the 91 departments who did work the enforcement blitz, 88 reported their numbers to the division on a timely basis and were included with the included data set. With this high level of participation and reporting, the numbers generated are certainly statistically significant.

The pre-survey required an observational survey of a minimum of 200 vehicles. This included the seat belt use rate of both drivers and passengers in the front seat positions. The surveys identified a combined pre-mobilization rate of 71.8%. This is almost twelve percent below the state average of 83% and clearly illustrates the need for such a program in the Southern Counties. Looking at individual County rates, there were huge discrepancies. One of the most interesting outcomes was the consistency of both the lower and higher percentage Counties which not only identified which specific regions of the state need the most education, but also showed that certain Counties and sections have rates that are closer (and even higher in the post-surveys) to the rest of the state.

The County of Atlantic led the way in as far as pre and post survey results, with 77.6% and 83%

respectively. The pre-survey result is about two percentage points higher than the last Summer survey performed by this division, however, it is reasonable that such an increase occurred because of the high media coverage given with assistance of the Atlantic County Office of Highway Safety. Additionally, Atlantic County had less than half of the number of tickets written as Burlington, Camden, and Gloucester Counties (the other large Counties within the Region) perhaps also due to the high media exposure. The County of Atlantic should also be commended for having 100% of the participating departments reporting their results. The only other County to achieve this was Salem, which has significantly less agencies.



Cape May and Cumberland Counties showed dismally low usage rates in the pre-survey; 54.9% and 65% respectively. These examples represent perhaps the most rural part of the state and, additionally, many of the municipalities in this region do not have full-time police departments. These jurisdictions are patrolled by the New Jersey State Police which, due to simple mathematics (manpower versus mileage/population), severely limits the amount of traffic safety education that can be programmed. The aforementioned pre-survey results alone justifies the need for such a regional mobilization, however, there is some positives that can be extrapolated from the data. In Cape May County, where there are eight municipal police agencies, there were 562 seat belt tickets written during the five day period and a post-survey result of 79.1 percent. Although this is still four points below the state average, it is over 24% higher than the pre-survey result and therefore demonstrates that this effort, the first of it's kind, had an enormous impact. Clearly, with sustained enforcement and education in occupant protection, Cape May County has the potential for very high restraint usage.

Cumberland County, with only three municipal and subsequently urban departments, showed less improvement. The post-survey results reflected only an eight percent increase and a final usage rate of seventy-three percent. The somewhat discouraging fact is that Cumberland County has a sustained traffic safety education program which is administered by the Sheriff's Office. This pro-

gram has, for the past several years, placed seat belt education among it's highest priorities and has been extremely active. Clearly, the Buckle Up South Jersey! Program identified that more needs to be done.

Looking at enforcement data, the County of Camden wrote by far the most tickets for 39:3-76.2f (the adult seat belt law). Their number of 2,860 was more than five hundred tickets above the closest County total. This resulted in an increase of seven percentage points from the pre to the post-survey, however, even the final result was four points below the state average. Again, it is clear that such a program is needed and perhaps on a more consistent basis in the future.

The County of Gloucester deserves recognition as well. With the help of the Gloucester County Prosecutor's Office they were able to mobilize every municipal department except one; the Town of Swedesboro. This is kind of result displays the importance of having an active Prosecutor with sincere interest and dedication to traffic safety.

Individually, the Moorestown Police Department (Burlington) had the highest number of seat belt tickets during the blitz; 330. This is particularly impressive since Mooresotwn encompasses over fifteen square miles and has less than forty sworn officers. Truly an outstanding job. One of their greatest awards for this level of enforcement is displayed by the survey results. Moorestown showed a sixteen percent increase after the blitz.

Many other departments did an outstanding job as well; the Atlantic County Sheriff's Office (183), Burlington City (232), Delran (Burl.)(298, Gloucester Township (Cam.)(215), Pennsauken (255), Middle Township (Cape May)(152), Millville (Cumb.)(240), Pitman (Glou.)(172), West Deptford (Glou.)(186), and Penns Grove (Sal.)(108) all deserve recognition as well.

Conclusion

Southern New Jersey is at a severe disadvantage when it comes to evenly dispersed traffic safety



funding. First, there are fewer people, which forces the state to focus a larger percentage of programming in the Central and Northern Regions. Having said that, traffic safety

problems are caused by many factors including population growth beyond the capabilities of the infrastructure, i.e., the road system. The Counties of Camden, Gloucester and Burlington have seen enormous growth in the past five years which has subsequently led to an increase in traffic fatalities in the said Counties. This has not gone unnoticed by the Division of Highway Traffic Safety as the Counties of Burlington and Gloucester have recently enacted County Traffic Safety Programs (CTSPs) and Camden has had such a program for almost a decade. Having said that, it should come as no surprise that these three Counties, along with Atlantic, had the highest usage rates in their post surveys. Atlantic County, of course, has the second longest running active CTSP program in the state. The remaining counties of Cape May, Cumberland, and Salem are just beginning to be developed as land and resources become more scarce in the North.

Highly visible enforcement of traffic safety laws has a tendency to produce criminal arrests and curtail incidences of this type of activity. Although we experienced no high profile arrests of wanted criminals with this mobilization (the three week *Click it or Ticket* campaign always generates a few criminal arrests), there were 13 drunk drivers apprehended. This is particularly noteworthy only because all of the enforcement details took place during the daylight hours.

An additional concept worth mentioning is the transient traffic seen regularly in Atlantic City and Southern Atlantic and Cape May Counties during the Summer months. These two sections of South Jersey see an enormous swell of population, mostly families of vacationers who come in for periods often more than a week. This develops into a “seasonal” traffic flow problem which is an entity, that is, it really should be studied under separate rules. High volumes, gridlock, aggression, and alcohol are just a few of the potential issues present at this time. For example, the encourag-

ing post-survey rate of 79% for Cape May County would most likely be very different if surveyed during the Summer months. Several Police Administrators stated that it took their officers quite a while to survey the required 200 vehicles due to low volumes of traffic. This would not be a problem between Memorial Day and Labor Day.

In summary, the Regionalization of the New Jersey Division of Highway Traffic Safety has led to inception of this program, *Buckle Up South Jersey!*, the first regional traffic safety enforcement blitz in the history of the division. The encouraging results generated from this effort display not only that the program was needed and worked, but that continued, full-time enforcement of traffic safety laws coupled with a consistent public information message can modify the behavior of South Jersey motorists. The New Jersey Division of Highway Traffic Safety pledges to continue to support this and other regional mobilizations which are focused on the needs of a particular section of the Garden State. It is good to see the Southern Counties receiving the consideration that they truly deserve based solely on the numbers that National Highway Traffic Safety Administration recognizes as programming criteria.

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI	other moving	other non-moving
ABSECON CITY P.D. ATLANTIC COUNTY	ATLANTIC	82.5	86.5	58	0	2	1	3	0	0	6
SHERIFF'S DEPARTMENT AUDUBON P.D.	ATLANTIC	70	80.5	183	2	9	1	9	0	1	7
BELLMAWR P.D.	CAMDEN	51	70	90	0	0	0	3	0	8	21
BERLIN BOROUGH P.D.	CAMDEN	88	91	136	0	0	0	1	0	1	13
BERLIN TOWNSHIP P.D.	CAMDEN	74.5	82.5	95	0	0	0	0	1	0	3
BORDENTOWN CITY P.D. BORDENTOWN	CAMDEN	72	86.5	83	0	2	0	5	0	3	24
TOWNSHIP P.D. BRIDGETON P.D.	BURLINGTON	73	82	105	1	0	1	0	0	5	30
BROOKLAWN P.D.	BURLINGTON	70	83	121	1	0	1	19	0	28	54
BURLINGTON CITY P.D. BURLINGTON CO	CUMBERLAND	70	93	78	0	0	0	5	0	0	43
BRIDGE COMMISSION P.D. BURLINGTON	CAMDEN	70	85	232	0	0	0	1	0	3	9
TOWNSHIP P.D. CAMDEN P.D.	BURLINGTON	65	85.5	63	0	0	0	2	0	0	6
CAPE MAY COUNTY SHERIFF'S DEPARTMENT	BURLINGTON	93	89.5	93	0	0	0	1	0	3	1
CAPE MAY P.D. CARNEYS POINT	CAMDEN	77	78	64	1	0	0	0	0	1	1
TOWNSHIP P.D. CLAYTON P.D.	CAPE MAY	67.5	69	68	4	3	1	8	0	6	26
COLLINGSWOOD P.D.	CAPE MAY	86	91	159	0	0	0	0	0	1	0
CUMBERLAND CO. SHER. DELANCO TOWNSHIP P.D.	CAMDEN	54	54.5	194	2	0	0	4	0	17	31
DELAWARE RIVER AND PORT AUTHORITY	CUMBERLAND	73	83	25	0	0	2	1	0	3	10
DELTRAN P.D. DEPTFORD TOWNSHIP	BURLINGTON	71	85	74	0	4	0	0	0	0	10
	CAMDEN	78.5	93.2	162	2	1	0	1	0	0	16
	BURLINGTON	52	73.5	298	1	0	0	0	0	0	8
	GLOUCESTER	65.5	80	89	1	0	0	12	0	6	7

BUCKLE UP SOUTH JERSEY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI	other moving	other non-moving
EAST GREENWICH TOWNSHIP	GLOUCESTER										
EDGEWATER PARK											
TOWNSHIP P.D.	BURLINGTONx	66.5	73	199	12	0	0	3	0	0	34
EGG HARBOR CITY P.D.	ATLANTIC	69	75	76	2	4	0	4	0	4	17
EGG HARBOR TOWNSHIP	ATLANTIC	86.9	93.9	40	0	1	1	2	0	3	4
ELK TOWNSHIP P.D.	GLOUCESTER	69.5	79	57	1	2	0	13	0	2	52
FRANKLIN TOWNSHIP P.D.	GLOUCESTER	69	77.5	101	1	9	0	11	0	12	21
GALLOWAY TOWNSHIP P.D.	ATLANTIC	75	79	159	3	5	3	9	1	16	19
GLASSBORO P.D.	GLOUCESTER	81.5	79	149	0	2	1	1	0	1	4
GLOUCESTER CITY P.D.	CAMDEN	69	82.5	138	6	2	0	1	0	1	17
GLOUCESTER											
TOWNSHIP P.D.	CAMDEN	78	76	215	2	0	0	3	0	35	12
GREENWICH											
TOWNSHIP P.D.	GLOUCESTER	65	90	71	0	4	0	0	0	0	6
HADDON HEIGHTS P.D.	CAMDEN	75.5	90	141	1	0	2	7	0	8	21
HADDON TOWNSHIP P.D.	CAMDEN	78	82	125	0	0	0	0	0	4	3
HAMILTON TOWNSHIP P.D.	ATLANTIC	82	87	114	0	0	0	5	0	3	7
HAMMONTON P.D.	ATLANTIC	86	82.5	95	0	9	2	1	0	3	15
HARRISON TOWNSHIP P.D.	GLOUCESTER	64	80	126	0	0	0	6	0	1	13
HI-NELLA P.D.	CAMDEN	77	85	79	0	0	0	6	0	2	0
LAUREL SPRINGS P.D.	CAMDEN	83	83.5	62	0	6	0	6	0	2	17
LINDENWOLD P.D.	CAMDEN	70	74	114	0	0	0	3	0	12	8
LOGAN TOWNSHIP P.D.	GLOUCESTER	79	84	107	0	0	0	0	0	4	16
LONGPORT P.D.	ATLANTIC	80	85	71	0	2	0	3	1	8	10
LOWER TOWNSHIP P.D.	CAPE MAYx	34	75	86	0	0	0	0	0	0	13
LUMBERTON TOWNSHIP	BURLINGTON										
MAGNOLIA P.D.	CAMDEN	67	69	142	1	2	2	9	1	29	22
MANTUA TOWNSHIP	GLOUCESTER	78.5	84	114	0	0	0	5	0	1	19
MARGATE CITY P.D.	ATLANTIC	64	80	63	0	8	0	2	0	0	8
MEDFORD LAKES P.D.	BURLINGTON	84	87	43	0	1	0	1	0	2	10

BUCKLE UP SOUTH JERSEY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI	other moving	other non-moving
MEDFORD TOWNSHIP P.D.	BURLINGTON	79.5	77.5	110	0	0	1	5	0	3	8
MIDDLE TOWNSHIP P.D.	CAPE MAY	63.5	68	152	0	0	0	4	0	1	0
MILVILLE P.D.	CUMBERLAND	57	63	240	7	0	0	3	0	13	19
MONROE TOWNSHIP P.D.	GLOUCESTER	81	70	121	2	11	1	0	0	2	18
MOORESTOWN											
TOWNSHIP P.D.	BURLINGTON	56	72	330	1	0	0	4	0	3	26
MOUNT EPHRIAM P.D.	CAMDEN	90	95	63	0	1	0	17	3	24	64
MOUNT HOLLY P.D.	BURLINGTON	80	84	126	2	5	1	3	0	2	26
MOUNT LAUREL											
TOWNSHIP P.D.	BURLINGTON	87	95	45	0	7	1	1	0	5	1
MULLICA TOWNSHIP P.D.	ATLANTIC	82	83	67	1	6	0	0	0	1	0
NATIONAL PARK P.D.	GLOUCESTER	61.5	79.5	86	0	0	0	1	0	2	10
NEW HANOVER											
TOWNSHIP P.D.	BURLINGTON	81	81.5	59	0	8	0	1	0	6	3
NEWFIELD BOROUGH P.D.	GLOUCESTER	66	81	57	0	0	0	1	0	10	1
NORTH HANOVER											
TOWNSHIP	BURLINGTON	70	87.5	43	0	2	0	3	1	1	10
NORTH WILDWOOD P.D.	CAPE MAY	68	82	101	0	3	0	0	0	3	2
OAKLYN P.D.	CAMDEN	74	74	101	1	0	0	3	0	0	17
PALMYRA BOROUGH P.D.	BURLINGTON	71	64	129	0	0	0	2	0	1	18
PAULSBORO P.D.	GLOUCESTER										
PEMBERTON BOROUGH P.D.	BURLINGTON	65	75	18	0	6	0	0	1	2	11
PEMBERTON TOWNSHIP	BURLINGTON										
PENNS GROVE P.D.	SALEM	63	76	108	2	0	0	2	0	12	0
PENNSAUKEN P.D.	CAMDEN	75	79	255	33	1	0	63	0	8	108
PENNSVILLE TOWNSHIP P.D.	SALEM	80	83	95	2	9	0	2	1	5	23
PINE HILL BOROUGH P.D.	CAMDEN										
PITMAN P.D.	GLOUCESTER	85.5	92	172	0	0	0	24	0	2	4
PLEASANTVILLE P.D.	ATLANTIC	68	78.5	112	0	0	3	2	0	1	8
RICHARD STOCKTON											
COLLEGE P.D.	ATLANTIC	67.5	91.75	51	0	0	0	0	0	1	5

BUCKLE UP SOUTH JERSEY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI	other moving	other non-moving
RUNNEMEDE P.D.	CAMDEN	62.5	62	62	0	0	1	49	1	6	1
SOMERDALE P.D.	CAMDEN	70	85	195	0	0	0	3	0	4	7
SOUTH HARRISON TOWNSHIP P.D.	GLOUCESTER	74	88	31	0	0	0	1	0	1	2
STRATFORD P.D.	CAMDEN	68.4	77	112	0	4	3	7	0	4	35
VENTNOR CITY P.D.	ATLANTIC	87	89	52	0	0	0	4	0	0	5
VOORHEES TOWNSHIP P.D.	CAMDEN	82	83	97	0	3	0	15	0	8	14
WASHINGTON TOWNSHIP P.D.	GLOUCESTER	84	85	148	2	5	10	8	0	23	51
WENONAH P.D.	GLOUCESTER	86	96	49	0	0	0	4	0	7	10
WEST DEPTFORD P.D.	GLOUCESTER	74	82.5	186	0	1	0	4	0	0	9
WEST WILDWOOD P.D.	CAPE MAY	38	100	0	0	0	0	8	0	0	9
WESTAMPTON TOWNSHIP P.D.	BURLINGTON	79	85	123	1	0	0	35	0	1	20
WESTVILLE P.D.	GLOUCESTER	83	87	145	0	0	0	12	0	0	34
WILDWOOD CREST P.D.	CAPE MAY	48	76	86	0	0	0	0	0	0	0
WILDWOOD P.D.	CAPE MAY										
WILLINGBORO TOWNSHIP P.D.	BURLINGTON	70.5	77	103	1	0	1	6	0	2	13
WOODBURY HEIGHTS P.D.	GLOUCESTER	71	89	104							
WOODBURY P.D.	GLOUCESTER	81	83	73	2	3	1	1	2	2	19
WOODLYNNE P.D.	CAMDEN	55	72	106	4	5	10	10	0	15	8
WOOLWICH TOWNSHIP P.D.	GLOUCESTER	79	86	111	0	0	0	0	0	3	0
NJSP		192	1	8	0	7	0	4	1		
TOTALS		72.21	81.42	9846	106	166	51	491	13	427	1320

BUCKLE UP SOUTH JERSEY REPORT BY COUNTY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI
ABSECON CITY P.D. ATLANTIC COUNTY	ATLANTIC	82.5	86.5	58	0	2			
SHERIFF'S DEPARTMENT	ATLANTIC	70	80.5	183	2	9	1	9	0
EGG HARBOR CITY P.D.	ATLANTIC	69	75	76	2	4	0	4	0
EGG HARBOR TOWNSHIP	ATLANTIC	86.9	93.9	40	0	1	1	2	0
GALLOWAY TOWNSHIP P.D.	ATLANTIC	75	79	159	3	5	3	9	1
HAMILTON TOWNSHIP P.D.	ATLANTIC	82	87	114	0	0	0	5	0
HAMMONTON P.D.	ATLANTIC	86	82.5	95	0	9	2	1	0
LONGPORT P.D.	ATLANTIC	80	85	71	0	2	0	3	1
MARGATE CITY P.D.	ATLANTIC	64	80	63	0	8	0	2	0
MULLICA TOWNSHIP P.D.	ATLANTIC	82	83	67	1	6	0	0	0
PLEASANTVILLE P.D.	ATLANTIC		78.5	112	0	0	3	2	0
RICHARD STOCKTON COLLEGE P.D.	ATLANTIC	67.5	91.8	51	0	0	0	0	0
VENTNOR CITY P.D.	ATLANTIC	87	89	52	0	0	0	4	0
ATLANTIC COUNTY		77.66	83.98	1141	8	46	11	44	2
BORDENTOWN CITY P.D.	BURLINGTON	73	82	105	1	0	1	0	0
BORDENTOWN TOWNSHIP P.D.	BURLINGTON	70	83	121	1	0	1	19	0
BURLINGTON CITY P.D.	BURLINGTON	70	85	232	0	0	0	1	0
BURLINGTON CO									
BRIDGE COMMISSION P.D.	BURLINGTON	65	85.5	63	0	0	0	2	0
BURLINGTON TOWNSHIP P.D.	BURLINGTON	93	89.5	93	0	0	0	1	0
DELANCO TOWNSHIP P.D.	BURLINGTON	71	85	74	0	4	0	0	0
DELTRAN P.D.	BURLINGTON	52	73.5	298	1	0	0	0	0
EDGEWATER PARK TOWNSHIP P.D.	BURLINGTON	66.5	73	199	12	0	0	3	0
LUMBERTON TOWNSHIP	BURLINGTON								
MEDFORD LAKES P.D.	BURLINGTON	84	87	43	0	1	0	1	0
MEDFORD TOWNSHIP P.D.	BURLINGTON	79.5	77.5	110	0	0	1	5	0
MOORESTOWN TOWNSHIP P.D.	BURLINGTON	56	72	330	1	0	0	4	0

BUCKLE UP SOUTH JERSEY REPORT BY COUNTY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI
MOUNT HOLLY P.D.	BURLINGTON	80	84	126	2	5	1	3	0
MOUNT LAUREL TOWNSHIP P.D.	BURLINGTON	87	95	45	0	7	1	1	0
NEW HANOVER TOWNSHIP P.D.	BURLINGTON	81	81.5	59	0	8	0	1	0
NORTH HANOVER TOWNSHIP	BURLINGTON	70	87.5	43	0	2	0	3	1
PALMYRA BOROUGH P.D.	BURLINGTON	71	64	129	0	0	0	2	0
PEMBERTON BOROUGH P.D.	BURLINGTON	65	75	18	0	6	0	0	1
PEMBERTON TOWNSHIP	BURLINGTON								
WESTAMPTON TOWNSHIP P.D.	BURLINGTON	79	85	123	1	0	0	35	0
WILLINGBORO TOWNSHIP P.D.	BURLINGTON	70.5	77	103	1	0	1	6	0
BURLINGTON COUNTY		72.82	81.16	2314	20	33	6	87	2
AUDUBON P.D.	CAMDEN	51	70	90	0	0	0	3	0
BELLMAWR P.D.	CAMDEN	88	91	136	0	0	0	1	0
BERLIN BOROUGH P.D.	CAMDEN	74.5	82.5	95	0	0	0	0	1
BERLIN TOWNSHIP P.D.	CAMDEN	72	86.5	83	0	2	0	5	0
BROOKLAWN P.D.	CAMDEN	70	93	78	0	0	0	5	0
CAMDEN P.D.	CAMDEN								
COLLINGSWOOD P.D.	CAMDEN	54	54.5	194	2	0	0	4	0
DELAWARE RIVER AND									
PORT AUTHORITY	CAMDEN	78.5	93.2	162	2	1	0	1	0
GLOUCESTER CITY P.D.	CAMDEN	69	82.5	138	6	2	0	1	0
GLOUCESTER TOWNSHIP P.D.	CAMDEN	78	76	215	2	0	0	3	0
HADDON HEIGHTS P.D.	CAMDEN	75.5	90	141	1	0	2	7	0
HADDON TOWNSHIP P.D.	CAMDEN	78	82	125	0	0	0	0	0
HI-NELLA P.D.	CAMDEN	77	85	79	0	0	0	6	0
LAUREL SPRINGS P.D.	CAMDEN	83	83.5	62	0	6	0	6	0
LINDENWOLD P.D.	CAMDEN	70	74	114	0	0	0	3	0
MAGNOLIA P.D.	CAMDEN	67	69	142	1	2	2	9	1
MOUNT EPHRIAM P.D.	CAMDEN	90	95	63	0	1	0	17	3
OAKLYN P.D.	CAMDEN	74	74	101	1	0	0	3	0

BUCKLE UP SOUTH JERSEY REPORT BY COUNTY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI
PENNSAUKEN P.D.	CAMDEN	75	79	255	33	1	0	63	0
PINE HILL BOROUGH P.D.	CAMDEN								
RUNNEMEDE P.D.	CAMDEN	62.5	62	62	0	0	1	49	1
SOMERDALE P.D.	CAMDEN	70	85	195	0	0	0	3	0
STRATFORD P.D.	CAMDEN	68.4	77	112	0	4	3	7	0
VOORHEES TOWNSHIP P.D.	CAMDEN	82	83	97	0	3	0	15	0
WOODLYNNE P.D.	CAMDEN	55	72	121	5	5	10	10	0
CAMDEN COUNTY		72.28	79.99	2860	53	27	18	221	6
CAPE MAY COUNTY									
SHERIFF'S DEPARTMENT	CAPE MAY	56	75	73	0	0	0	0	0
CAPE MAY PD.	CAPE MAY	77	78	64	1	0	0	0	0
LOWER TOWNSHIP P.D.	CAPE MAY	34	75	86	0	0	0	0	0
MIDDLE TOWNSHIP P.D.	CAPE MAY	63.5	68	152	0	0	0	4	0
NORTH WILDWOOD P.D.	CAPE MAY	68	82	101	0	3	0	0	0
WILDWOOD CREST P.D.	CAPE MAY	48	76	86	0	0	0	0	0
WILDWOOD P.D.	CAPE MAY								
WEST WILDWOOD P.D.	CAPE MAY	38	100	0	0	0	0	8	0
CAPE MAY		54.93	79.14	562	94	52	34	424	11
BRIDGETON P.D.	CUMBERLAND								
Cumberland County Sheriffs Office	CUMBERLAND	73	83	25	0	0	2	1	0
MILLVILLE P.D.	CUMBERLAND	57	63	240	7	0	0	3	0
CUMBERLAND		65	73	265	7	0	2	4	0
CLAYTON P.D.	GLOUCESTER	86	91	159	0	0	0	0	0
DEPTFORD TOWNSHIP	GLOUCESTER	65.5	80	89	1	0	0	12	0
EAST GREENWICH TOWNSHIP	GLOUCESTER								

BUCKLE UP SOUTH JERSEY REPORT BY COUNTY

AGENCY	COUNTY	pre-survey	post survey	seatbelt	child restraint	speeding	traffic signals	equipment	DUI
ELK TOWNSHIP P.D.	GLOUCESTER	69.5	79	57	1	2	0	13	0
FRANKLIN TOWNSHIP P.D.	GLOUCESTER	69	77.5	101	1	9	0	11	0
GLASSBORO P.D.	GLOUCESTER	81.5	79	149	0	2	1	1	0
GREENWICH TOWNSHIP P.D.	GLOUCESTER	65	90	71	0	4	0	0	0
HARRISON TOWNSHIP P.D.	GLOUCESTER	64	80	126	0	0	0	6	0
LOGAN TOWNSHIP P.D.	GLOUCESTER	79	84	107	0	0	0	0	0
MANTUA TOWNSHIP	GLOUCESTER	78.5	84	114	0	0	0	5	0
MONROE TOWNSHIP P.D.	GLOUCESTER	81	70	121	2	11	1	0	0
NATIONAL PARK P.D.	GLOUCESTER	61.5	79.5	86	0	0	0	1	0
NEWFIELD BOROUGH P.D.	GLOUCESTER	66	81	57	0	0	0	1	0
PAULSBORO P.D.	GLOUCESTER								
PITMAN P.D.	GLOUCESTER	85.5	92	172	0	0	0	24	0
SOUTH HARRISON TOWNSHIP P.D.	GLOUCESTER	74	88	31	0	0	0	1	0
WASHINGTON TOWNSHIP P.D.	GLOUCESTER	84	85	148	2	5	10	8	0
WENONAH P.D.	GLOUCESTER	86	96	49	0	0	0	4	0
WEST DEPTFORD P.D.	GLOUCESTER	74	82.5	186	0	1	0	4	0
WESTVILLE P.D.	GLOUCESTER	83	87	145	0	0	0	12	0
WOODBURY HEIGHTS P.D.	GLOUCESTER	71	89	104					
WOODBURY P.D.	GLOUCESTER	81	83	73	2	3	1	1	2
WOOLWICH TOWNSHIP P.D.	GLOUCESTER	79	86	111	0	0	0	0	0
GLOUCESTER COUNTY		75.43	83.98	2256	9	37	13	104	2
CARNEYS POINT TOWNSHIP P.D.	SALEM	67.5	69	68	4	3	1	8	0
PENNS GROVE P.D.	SALEM	63	76	108	2	0	0	2	0
PENNSVILLE TOWNSHIP P.D.	SALEM	80	83	95	2	9	0	2	1
SALEM COUNTY		70.17	76	271	8	12	1	12	1
NJSP				192	1	8	0	7	0